IN THE CLAIMS:

1. (Withdrawn) A throttle body for an engine comprising an air passage, a throttle shaft extending through the air passage, a throttle valve rotatably mounted to the shaft and positioned within the air passage, a mechanical control interface member mounted to the shaft without a direct rotatable connection to the shaft, a retainer configured to retain the mechanical control interface member in a position relative to the shaft, and a connector member releaseably engageable with the mechanical control interface member and rotatably connected to the shaft.

2. (Withdrawn) The throttle body according to Claim 1, wherein the mechanical control interface member is a throttle cable pulley.

3. (Withdrawn) The throttle body according to Claim 1, wherein the mechanical control interface member includes a central aperture through which the shaft extends, the central aperture being configured to allow the shaft to rotate relative to the mechanical control interface member.

4. (Withdrawn) The throttle body according to Claim 1, wherein the retainer is configured to retain the mechanical control interface member in an operable position and allow the mechanical control interface member to rotate relative to the shaft.

5. (Withdrawn) The throttle body according to Claim 1 additionally comprising a spring configured to bias the mechanical control interface member toward a position corresponding to a closed position of the throttle valve.

6. (Withdrawn) The throttle body according to Claim 1, wherein the connector member includes a first aperture configured to form a rotatable connection with the shaft in a connector portion configured to form a rotatable connection with the mechanical control interface member.

7. (Withdrawn) The throttle body according to Claim 1 additionally comprising an electronic actuator selectively rotatably connected to the shaft.

8. (Withdrawn) The throttle body according to Claim 7 additionally comprising a switch configured to provide an indication whether or not the shaft is rotatably connected to the mechanical control interface member.

9. (Previously Presented) An engine comprising an engine body defining a combustion chamber therein, an induction system configured to guide air to the combustion

chamber, an air metering device configured to meter an amount of air flowing through the induction system toward the engine body, the air metering device including a mechanical interface connectable to a mechanical power output request device so as to allow the air metering device to be adjusted mechanically between its maximum and minimum operating conditions, an electronic actuator capable of adjusting the air metering device between its maximum and minimum operating conditions, and a switch configured to selectively enable and disable the electronic actuator from operating the air metering device between its maximum and minimum operating conditions.

10. (Original) The engine according to Claim 9, wherein the mechanical interface and the electronic actuator are disposed on opposite sides of the air metering device.

11. (Original) The engine according to Claim 9, wherein the air metering device comprises a throttle valve disposed on a throttle shaft.

12. (Original) The engine according to Claim 11 additionally comprising a connector member rotatably connected to the throttle valve shaft, wherein the mechanical interface includes a central aperture through which the throttle shaft extends, the aperture being sized such that the throttle shaft can rotate freely within the aperture.

13. (Original) The engine according to Claim 12 additionally comprising a removable fastener connecting the connector member to the mechanical interface.

14. (Original) The engine according to Claim 13, wherein the mechanical interface is a throttle cable pulley.

15. (Original) The engine according to Claim 9 additionally comprising a controller configured to operate in at least first and second modes, the controller being configured to disengage the actuator from the metering device, in the first mode, when the engine is operating at a speed above idle speed.

16. (Original) The engine according to Claim 15, wherein the controller is configured to adjust the air metering device between its maximum and minimum positions in proportion to a position of the power output request device when in the second mode.

17. (Original) The engine according to Claim 9, in combination with an outboard motor.

18. (Original) The engine according to Claim 9, wherein mechanical interface is disposed on a side of the air metering device facing away from the engine body.

19. (Original) An engine comprising an engine body defining a combustion chamber therein, an induction system configured to guide air to the combustion chamber, an air metering device configured to meter an amount of air flowing through the induction system toward the engine body, the air metering device including a mechanical interface and an electronic actuator, each of which are configured to adjust the air metering device between its maximum and minimum operating conditions, and means for selectively disengaging the mechanical interface and the electronic actuator from the air metering device.

20. (Original) The engine according to Claim 19, wherein the air metering device comprises a throttle valve shaft, the mechanical interface and the electronic actuator being selectively disengageable from the throttle valve shaft.

21. (Previously Presented) The engine according to Claim 9, wherein the switch is configured to provide an indication whether or not the mechanical interface is operatively connected to the air metering device.